

Knoxville Chronicle.

KNOXVILLE, TENN., FRIDAY MORNING, APRIL 14, 1871. NO. 295.

LATEST BY TELEGRAPH.

FOREIGN NEWS BY THE CABLE.

The Communists Growing Desperate.

Concentration of Troops at Versailles.

A Decisive Battle Anticipated Soon.

Miscellaneous and Washington News.

Discussion of the Kuklux Measure.

MISCELLANY.

INSURGENTS GETTING DESPERATE.

Universal Conflagration Threatened.

Troops Concentrating at Versailles.

ENGLISH NEWS.

LONDON, April 13.—Dowdrowski is

popular with his troops. He declares that

he will burn Neuilly, Villiers and Pat-

mons if necessary for defence.

A great concentration of troops is

reported before Versailles.

MacMahon has gone to Ville D'etang and

a decisive battle upon the insurgents' posi-

tions is expected.

Thiers now opposes the conciliation and

thinks success certain.

A dispatch from Paris says the National

are massed near the Arch Triumphant.

Dowdrowski selected Asnieres for the

centre of operations against Courbevoie.

Long Champs and Asnieres are both well

fortified.

Paris is calm but the exodus of inhabi-

itants continues.

WASHINGTON, April 13.—Cable

dispatches report tremendous firing in

the direction of the forts, but as yet no de-

cisive or important action.

FRENCH NEWS.

PARIS, April 13.—Dowdrowski reports

to the Communist Committee that his

troops are doing excellent service, and

are already holding three-fourths of the town

of Neuilly, and hopes to possess the bridge

across the Seine to-night.

The Du Peuples says, the Versailles

troops have been driven from Neuilly, and

are flying towards Courbevoie.

The Orleans railway has been cut by the

Versailles troops.

Fort Valerien is firing heavily this

morning.

Members of the Commune were person-

ally on the field to encourage the troops.

The British Consul of Paris warns Eng-

lishmen to leave the city.

VERSAILLES, April 13.—It is officially

announced that the alleged Communist

victories are unfounded.

There has been no engagement to-day.

All the roads to Paris are occupied by

NARROW GAUGE RAILROADS.

Their Cost as Compared with Broad Gauge.

We take pleasure in inserting in this morning's issue a few facts in reference to narrow gauge railroads, through the courtesy of Capt. O. G. Vanderhoof, Civil Engineer, who is making narrow gauge railroads a specialty.

The question of the practical utility of narrow gauge railways as feeders and auxiliaries to establish trunk lines, and for the opening of sections now practically inaccessible except by common roads, has been within a comparatively short time the only of almost universal interest.

In every country the question of gauge is under discussion, but in the United States it has attained in the popular estimation an importance greater than that which attaches to any other question of engineering interest.

In 1860 the States special Legislative Committees have been appointed to consider and report upon the practicability of the system, and to suggest such forms of legislation as may best be calculated to encourage the construction of such roads. A Committee appointed by the Legislature of Massachusetts, to investigate upon the practicability of this system have reported favorably, and ask such legislation that will encourage their construction, and recommend their general adoption.

The great difficulty heretofore in building the common gauge railroad, was the great amount of money expended before any profits could be realized, and many who have invested in these enterprises have been compelled to dispose of their stock at reduced prices, having never received a cent in dividends, as the earnings oftentimes are insufficient to pay the expenses of the road.

By adopting the narrow gauge system, we can secure more railway communications, and receive larger dividends than the same amount of money has done heretofore.

With this system, our sections heretofore inaccessible on account of the extreme cost of constructing the broader gauge, can now be penetrated by the iron horse, securing to the people better facilities of transportation, and securing to the stockholder a dividend worthy of his hire.

Illinois, but a few years ago a territory, now ranks as one of the most wealthy States in the Union. Her chain of railroads have done all this, for every locality has its easy access to railway communications.

The following is a comparative cost of the five foot and three foot gauges after graded and prepared for the track. No definite figures can be made in reference to the grading, as it would vary in different localities. Grading per mile will average between \$1,000 and \$3,000, according to the locality and the amount of bridging and masonry to be put up.

FIVE FOOT GAUGE—RAIL FIFTY-FIVE POUNDS TO THE YARD.

87 tons of rail at \$70.00 per ton.....	\$6,090.00
400 rail-splikes at 1.00.....	400.00
5,500 spikes at .25.....	1,375.00
2,500 cross-ties at .50.....	1,250.00
Laying 1 mile track.....	600.00
Total.....	\$8,685.00

THREE FOOT GAUGE—RAIL THIRTY POUNDS PER YARD.

47 1/2 tons rails at \$75.00.....	\$3,562.50
200 rail-splikes at .50.....	100.00
3,500 spikes at .25.....	875.00
8,000 cross-ties at .25.....	2,000.00
Laying 1 mile track.....	500.00
Total.....	\$4,987.50

Difference in favor narrow gauge..... \$3,697.50

Cost of rolling stock—Engines half less than the broader gauge, coaches, cars, &c., over half less, according to style and finish.

From this estimate, a fair statement can be made that a three foot narrow gauge can be built for one-half less than the wider gauge.

Comparative weights, and capacities of cars:

FULL GAUGE—EIGHT WHEELED CAR.

Weight of car empty, pounds.....	20,000
Weight of car loaded, pounds.....	40,000
Paying Freight, pounds.....	20,000

NARROW GAUGE—FOUR WHEELED CAR.

Weight of car empty, pounds.....	4,500
Weight of car loaded, pounds.....	12,500
Paying Freight, pounds.....	8,000

Here the narrow gauge has the advantage in paying freight—giving a larger profit per car than the broader gauge.

First class narrow gauge locomotives can be built for between \$1,000 and \$5,000. Passenger cars, according to finish, will cost from \$1,000 to \$3,000. Freight cars from \$200 to \$500. Passenger cars will seat 30 persons, and from all the information to be had, the passenger rides with as much ease and comfort as on the wider gauge.

Locomotives used upon these lines can haul from 80 to 100 tons over sharp curves and gradients, at the rate of 20 to 30 miles per hour.

With these estimates, the 3 foot gauge will cost less, cost more fully equipped than from \$3,000 to \$5,000 per mile, and yielding, in comparison to the present income of roads, dividends from 5 to 10 per cent. on the capital invested.

No enterprise has presented itself to the people of the United States, and especially to the people of East Tennessee, of as much importance to the development of our resources as narrow gauge railways.

Each section of our State can by the assistance of county subscriptions, build these roads, and be improved thereby.

THE RESULT OF THE OUTBREAK IN PARIS.—The anxious at Paris, hitherto devoted to the pursuits of pleasure, are now the victims of grim-visaged soldiers. The well-known Petit-Trianon, built by Louis XV. for Madame Du Barry, and subsequently the favorite retreat of Maria Antoinette, now forms the headquarters of the Army of Versailles, under Marshal Petit-Trianon, one of the loveliest spots near Versailles, was by its luxuriant foliage, hidden from all rude trespassers, but it now resounds with the tramp of the rough soldier, and is lighted with the blaze of his watch fire. The contrast between the past and the present state of this luxurious enclosure furnishes a striking illustration of the melancholy condition which war has reduced the once beautiful France.

NOTICE OF THE VEHICLES, made by Jno. H. Reynolds, Cleveland, Tennessee, has failed to give satisfaction. Correspondents from responsible men in all parts of East Tennessee.

A Card from the Revenue Officials.

Messrs. Editors: We the undersigned, whose names appear with many others signed to a Memorial to Congress, as published and republished in the *Free and Herald*, and commented upon in the *Whig and Register*, of this city, wish to make a brief explanation of our action, and that with respect to the feelings and

That such an organization known as the Kuklux Klan ever existed in East Tennessee, we have no knowledge of, and that otherwise our section is quiet and peaceable we are free to admit. Hence any allusion made to such, was solely (or intended to be) confined to Middle and West Tennessee. This memorial was signed when the State Legislature was acting so recklessly, and manifesting so little regard for loyalty, and with a knowledge that the proceedings of the Supreme Court were so detrimental to the interests of the Union people.

Furthermore, our act in so doing was in good faith and with an honest purpose, however public opinion may have construed our motives to the contrary.

We deplore the seeming injury likely to result from it, in common with all good citizens, whose aim, like our own, is dependent upon the future prosperity of this section.

Again we say that all acts of personal violence, insecurity of property, and the helplessness and deplorable condition of Union people from K. K. Klan in East Tennessee, were so far from a reality, that we did not deem it necessary to discriminate.

We venture to assert that no persons are more desirous of cultivating friendly feelings and to obliterate all former political distinctions than we, as our past courses will attest.

No further newspaper explanation or controversies will be indulged in by us.

With due respect to all, and thanks towards none, we subscribe ourselves.

B. P. STACY, J. B. CLOUTWORTH, Internal Revenue

W. O. WHITE, Assessors.

GEO. W. ROSS, State News.

The oldest printer in the State, W. L. Barry, Esq., of Nashville, has joined the Sons of Temperance.

John Harveson, a lad seventeen years of age, was arrested in Humboldt last Tuesday, charged with robbing the mail. He was taken to Memphis and lodged in jail until his trial shall take place.

The ladies of the Memorial Society held a meeting at the Maxwell House, Nashville, Tuesday, and appointed a Committee of Arrangements, in connection with the memorial services on the 10th of May, for the decoration of Confederate graves.

Mr. Robertson of Memphis "ghost jar" notoriety, is reported to be getting out a book giving a full history of the sensation, and including a great many things not heretofore published.

John Donaldson's store at Edgely Junction was entered by a burglar, who, before he got away with his plunder, had a sharp tussle with a clerk, but the latter being lame the burglar made his escape.

By order of the Chancery Court of Davidson county, Mr. Joseph C. Allen commenced issuing certificates, Monday, to the stockholders of the Union Bank, for a stock dividend to the amount of four dollars on each share.

The following excellent story has been circulating in Washington: At one of the social meetings of the Joint High Commission, Judge Hoar, in conversation with Professor Bernard, made the remark that our people felt very sore about the sentiment of the English nation during the war; that undoubtedly during the years 1861 and 1862, and a portion of the year 1863, there was in England a very general and decided sympathy with the South, which was not the less potent because not always openly avowed. "Oh!" replied Professor Bernard, "you are certainly mistaken about that; the opinion of the English nation on the merits of your struggle has been very much misrepresented."

"Well," replied the ex-Ambassador General, "I hope you are right. I was not in England during the war, and, of course, have no personal knowledge of the facts. I should not have ventured the expression of such an opinion on my own authority, but the language I just now used was a quotation from one of your lectures at Oxford University." The Professor retreated as gracefully as possible, saying that if he really did say so, he thought he must have unintentionally put the case a little too strong.

The New York Tribune says: "The total national debt is now but a fraction over twenty-three hundred millions, having been diminished by two hundred and fifteen millions since General Grant's accession to the Presidency. O, that we might keep on paying at this rate till the very last dollar were wiped out—as it might be in less than twenty years."

NEW ADVERTISEMENTS.

HOXSIE'S HALL.

FIFTH APPEARANCE!

Friday Night, April 14th.

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for

Mr. MCKEAN BUCHANAN.

THE GREATEST ATTRACTION OF THE SEASON!

TRAGEDY AND COMEDY.

Shakespeare's Great Tragedy, in Four Acts, entitled

The Merchant of Venice.

Shellock, a Jew. Mr. MCKEAN BUCHANAN.

To conclude with the usual Comedy in one act, arranged by Mr. Buchanan from the French.

Doors open at 7—Curtain rises at 8 o'clock.

PRICES OF ADMISSION AS USUAL.

Box seats, \$5.00; Reserved seats, \$3.00; General admission, \$1.00.

The sale of reserved seats will open at 8 P. M. at the Book Store to day at 10 A. M.

At the Book Store to day at 10 A. M.

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6 1/2 C A Sugar..... \$1.00

7 1/2 C B Sugar..... 1.00

10 C French Coffee..... 1.00

1 Cedar Pail, three brass hoops..... 1.00

1 Saver Raisins..... 1.00

1 Box Black Tea imported..... 1.00

3 1/2 Do Fine Rio..... 1.00

3 1/2 Do Currants..... 1.00

8 1/2 Do Light Yellow Sugar..... 1.00

Finest Imperial Tea imported..... 1.00

And many other Articles Equally Low.

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Small Wares, Hosiery, Gloves, &c.,

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including Reminiscences of American Politics and

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Contest to the Downfall of Slavery. To which are

added Miscellaneous. Also, a Discussion with Robert

Dale Owen on the Law of Divorce. By HORACE

Greeley. In one elegant octavo volume. Beautifully

printed and handsomely bound. Illustrated

with Steel Portrait of Mr. Greeley, also with wood

engravings of "The Cot where I was Born," "My

First School House," "Portrait of Margaret Fuller,"

"My Evergreen House," "My House in the Woods,"

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It is believed that these autobiographical reminiscences

will be not only entertaining and instructive, but

of permanent value to all students of the times we

are living in, and to all who are interested in the

history of the Republic. It is a record of the inner life

of one of our greatest statesmen and political leaders,

which America has gone through the past thirty years

of intense vitality.

Drugs and Medicines.

Dr. J. C. SIMMONS' Liver Regulator.

The symptoms of liver complaint are unwholesome and

pain in the side. Sometimes the pain is in the shoulder,

and is mistaken for rheumatism. The stomach is affected

with loss of appetite, and sickness, bowels in general

constipated, some alternating with lax. The head is troubled

with pain, and dull, heavy sensation, considerable loss of memory, accompanied